

PART I GENERAL

SECTION A - IDENTIFICATION

1. A/C ACCIDENT BOARD APPOINTED BY Co. NAS Oceana		2. DATE OF ACCIDENT 5 March 1962	TIME (ZLT) 1101R	3. SERIAL NUMBER VAW-33 1-62
4. TO: Commander Naval Aviation Safety Center		5. ENCLOSURES (1) Medical Officer's Report		
6. VIA (1) Co, NAS Oceana		(2) Chart locating crash scene		
(2) Co, VAW-33		(3) Wreckage distribution plot		
(3) COMFAIRQUONSET		(4) Flight path plot		
(4) COMNAVAIRLANT		(5) Statement of LT (b) (6)		
(5)		(6) Statement of LT (b) (6)		
(6)		(7) Statement of LTJG (b) (6)		
(7)		(8) Weather synopsis		
(8)		(9) Resume of pilot's flying experience		
7. REPORTING CUSTODIAN (if different than item 1 above) VAW-33		8. ACTIVITY OPERATING A/C (if different than item 7)		
9. KIND OF FLIGHT 1A12	10. TIME OF DAY <input type="checkbox"/> DAWN <input checked="" type="checkbox"/> DAY <input type="checkbox"/> DUSK <input type="checkbox"/> NIGHT	11. LOCATION OF ACCIDENT 246° 22 miles from Oceana	12. ELEVATION ABOVE SEA LEVEL Sea Level	
13. PLACE OF LAST TAKE OFF NAS Oceana		14. CLEARED FROM NAS Oceana TO NAS Oceana		
15. TYPE CLEARANCE <input type="checkbox"/> IFR <input checked="" type="checkbox"/> VFR <input type="checkbox"/> DVFR <input checked="" type="checkbox"/> LOCAL <input type="checkbox"/> OPERATIONAL <input type="checkbox"/> AIRWAYS <input type="checkbox"/> DIRECT <input type="checkbox"/> OTHER (Specify)				
16. TIME IN FLIGHT 1.3	17. TYPE ACCIDENT B2	18. PHASE OF FLIGHT 4		
19. MODEL AD-5W	20. SERIAL NO 133761	21. DAMAGE TO A/C <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F	22. DOLLAR COST 398,000	23. AIRSPEED (Kts) Unknown
24. A/C WEIGHT Approx. 16,900				
25. LIST MODEL, SER NR, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete an OPNAV FORM 3750-1 for each A/C involved) N.A.				

SECTION B - PERSONNEL DATA

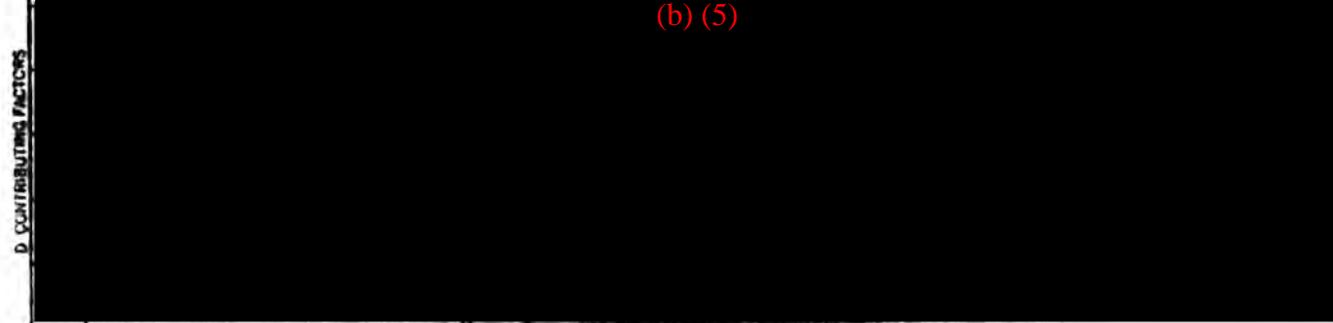
1. NAME (Last, first and middle initials) PILOT (at controls at time of accident) David Gerald SMITH	2. RANK LTJG	FILE SER. NO. (b) (6)	DESIG. NAICR 1315	BRANCH OR SERVICE USNR	3. AGE 24	4. YRS. OF EXP. DNA 7 Months	5. BILLET Pilot	6. POSITION Left front seat	7. INJURY CODE A			
8. OFF. OPERATIONAL FLIGHT TRAINER												
9. CPT. COCKPIT PROC. TRAINER												
10. UNIT TO WHICH PERSONNEL ARE ATTACHED VAW-33												
11. TYPE INSTRUMENT CARD <input checked="" type="checkbox"/> STANDARD <input type="checkbox"/> SPECIAL												
12. PILOT EXPERIENCE IN HOURS												
ITEM		PILOT		CO-PILOT		ITEM		PILOT		CO-PILOT		
ALL MODELS		540.7		364.7		176.0		CV LANDINGS DAY/NIGHT		52/0	0/0	
ALL MODELS IN LAST 12 MONTHS		377.7		310.9		66.8		FLCP LANDINGS DAY/NIGHT		281/143	19/0	
ALL MODELS IN LAST 3 MONTHS				109.8		19.6		INSTRUMENT HOURS LAST 3 MONTHS		23.9	0	
ALL SERIES THIS MODEL (Item 19)		A/C		180.9		31.3		NIGHT HOURS LAST 3 MONTHS		36.5	1.0	
ALL SERIES THIS MODEL LAST 12 MONTHS		OFF / CPT		6				TOTAL HELO HRS. (Males, AAR Only)				
ALL SERIES THIS MODEL LAST 3 MONTHS		OFF / CPT		6				TOTAL JET HOURS (See AAR Only)				
ALL SERIES THIS MODEL LAST 3 MONTHS		A/C		109.8		19.6		LAST FLIGHT, ALL SERIES THIS MODEL		DATE	3-4-62	3-4-62
		OFF / CPT		1		0				DURATION	1.4	2.5
13. OTHER PERSONNEL												
NAME (Last, first and middle initials)		DNA	RANK	FILE/SERVICE NO	ORG TO WHICH ATTACHED		INJURY CODE	BILLET	POSITION			
1												
2												
3												
4												
5												

PAGE 2

1. CEILING Set. 4500'	2. VISIBILITY 8 miles	3. WIND DIRECTION & VELOCITY (relative)	4. TEMPERATURE	OUTSIDE AIR	RH. WA.	DEW POINT	6. ALTIMETER SETTING
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7 OTHER WEATHER CONDITIONS (winds aloft, icing levels, etc., if pertinent to accident)

✓ FACTOR	✓ FACTOR	✓ FACTOR
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FOR ACCIDENTS ABOARD DEPLOYED CARRIER (Complete following Section on Pilot)

1 DATE DEPLOYED	2 DAY HOURS/LANDINGS LOGGED SINCE DEPLOYED	3 DAY HOURS/LANDINGS LOGGED LAST 30 DAYS
4 INSTRUMENT HRS. LOGGED SINCE DEPLOYMENT	5 NIGHT HOURS/LANDINGS LOGGED SINCE DEPLOYED	6 NIGHT HOURS/LANDINGS LOGGED LAST 30 DAYS

PART II - MAINTENANCE MATERIAL AND FACILITIES DATA

1. A/C HISTORY	DATE OF MANUFACTURE	SERVICE TOUR	MONTHS IN THIS TOUR	TOTAL NO OF OVERHAULS	FLIGHT HRS SINCE LAST OVERHAUL	FLIGHT HRS SINCE ACCEPTANCE	TYPE CHECK LAST PERFORMED	FLIGHT HOURS SINCE LAST CHECK	NO. OF DAYS SINCE LAST CHECK
	25 May 1955	3	24	2	905.3	2374.8	1st CAL. MA.	21.8	25
		ENGINE MODEL	ENGINE SERIAL NO						
2. ENGINE HISTORY	1 19 Feb. 52	R3350-26WD	W-531371	5	54.3	2030.6	1st Cal. Maj.	21.8	25
	2								
	3								
	4								

a. DID FIRE OCCUR? <input type="checkbox"/> BEFORE ACCIDENT <input type="checkbox"/> AFTER ACCIDENT <input checked="" type="checkbox"/> DID NOT OCCUR	b. DID EXPLOSION OCCUR IN FLIGHT? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
c. CHECK IF APPLICABLE <input type="checkbox"/> AMP FUR SERIAL	d. HAS D/R BEEN REQUESTED? <input type="checkbox"/> YES <input type="checkbox"/> NO
e. FAILED COMPONENTS INVOLVED	

CHECK ITEMS PRESENT IN THIS ACCIDENT

a. <input type="checkbox"/> A/C DESIGN	d. <input type="checkbox"/> UNDETERMINED	g. <input type="checkbox"/> SURFACE FACILITIES
b. <input type="checkbox"/> A/C EQUIPMENT	e. <input type="checkbox"/> TECHNICAL INSTRUCTION	h. <input type="checkbox"/> HUMAN ENGINEERING (e.g., Cockpit configurations, etc.)
c. <input type="checkbox"/> MAINTENANCE	f. <input type="checkbox"/> OTHER (Specify) _____	

a. ALTITUDE AT MALFUNCTION	b. AIR SPEED Kts.	c. OPERATING TEMP.	d. WEIGHT OF A/C	e. CG (% MAC)	f. KIND OF FUEL	g. FUEL PRESSURE
h. EVIDENCE OF FUEL CONTAMINATION			i. CAUSE OF ENGINE FAILURE OR FLAME OUT			
j. FUEL CONTROL REGULATOR, CARBURETOR (List Serial and Ser. nos., give time since new or overhauled)					k. EXTERNAL STORES ABOARD A/C 1-150 Gal Drop Tank	

(if additional space is necessary, attach additional sheets)

AIRCRAFT ACCIDENT REPORT

1 GENERAL & BASIC FACILITIES INVOLVED. DESCRIBE EFFECT ON ACCIDENT IN THE ANALYSIS SECTION OF THE REPORT

a CLEARANCE AUTHORITY	i WATER LANDING AREA	q CRASH AND RESCUE
b FLIGHT PLANNING INFORMATION SOURCE	j APPROACH ZONE	r SEARCH AND RESCUE
c LANDING AIDS (GCA, CCA, ILS etc.)	k END ZONE (Over run)	s CATAPULT
d TRAFFIC CONTROL TOWER (Field or Ship)	l SHOULDERS	t ARRESTING GEAR (Carrier)
e APPROACH AND ENROUTE AIDS TO NAVIGATION	m TAXIWAY	u BARRIER OR BARRICADE (Field or Ship)
f RUNWAY WATCH	n PARKING AREA	v FLIGHT DECK
g LANDING SIGNAL OFFICER	o EMERGENCY ARRESTING GEAR (Runway)	w MIRROR
h RUNWAY	p A/C SERVICING, HANDLING AND DIRECTING (Field or Ship)	z OTHER (Specify)

2 EQUIPMENT INVOLVED

CATAPULT ARRESTING GEAR

b PRESSURE SETTINGS c WIND-OVER-DECK d NEGATIVE FLAGGING e APPROACH SPEED (SPN 12 READING)

f MARK NUMBER g MODEL NUMBER h LOCATION ON SHIP i LAUNCHING BRIDGE / NO. CONFIGURATION USED

3 CATAPULT / ARRESTING GEAR BULLETINS OR NOMOGRAMS USED

4 THIS PORTION SHALL BE COMPLETED WHENEVER (1) AN AIRCRAFT ACCIDENT INVOLVES ARRESTING GEAR, BARRIER AND/OR BARRICADE EQUIPMENT OR (2) AN AIRCRAFT ACCIDENT INVOLVES FAILURE OF WELDING GEAR, BARRIER AND/OR BARRICADE EQUIPMENT. MINOR ACCIDENTS OR ROUTINE DAMAGE TO CABLES, WELDINGS AND OTHER EXPENDABLE COMPONENTS SHOULD NOT BE REPORTED.

ENGAGED	DECK RUNOUT (FT)	RAM TRAVEL (IN)	CONTROL VALVE SETTINGS		ACCUMULATOR OR PRESSURE (PSI)	COMMENTS (for cable failure specify number of strands and months in service)
			CONSTANT PRESSURE (PSI)	RATIO		
DECK PENDANT						
DECK PENDANT						
BARRIER						
BARRIER						
BARRICADE						

PART I SECTION	ITEM	PART III REMARKS (Continue on additional sheets)		COPIES DISTRIBUTION	
1	A 5	Encl (10a)	Photo - Aerial of crash site	2CC	NAVAVNSAFECEN DIRECT
1	A 5	Encl (10b)	Photo - Aerial of main wreckage	1CC	BUAER DIRECT
1	A 5	Encl (10c)	Photo - Looking from point of ground impact back toward point of tree impact	1	Co VAW-33
1	A 5	Encl (10d)	Photo - Engine	1	Co NAS Oceana
1	A 5	Encl (10e)	Photo - Pilot's compartment in main wreckage	1	COMFAIRQUONSET
				1	COMFAIRNORFOLK
				1	COMNAVAIRLANT
				1	BUWEPS REP LONG E
				1	VAW 11

COST DAMAGE TO: GOVERNMENT PROPERTY \$ PRIVATE PROPERTY \$ DATE SUBMITTED TO C O

PART IV SIGNATURES OF THE BOARD

(b) (6)

PART V

THE ACCIDENT

LTJG SMITH departed NAS Oceana at approximately 0940R on a local training flight and flew as a single plane flight for a period of approximately forty-five minutes. He then joined a flight of two AD-5Q aircraft from his parent squadron and continued with them in their division tactics flight. The formation practiced break-ups, rendezvous, and other division tactic maneuvers, changing the lead periodically. LT (b) (6) joined the flight as the number four aircraft at approximately 1045R when LTJG SMITH was leading. The flight of four aircraft, LTJG SMITH in an AD-5Q and the other three pilots in AD-5Q aircraft, continued through three break-up and rendezvous maneuvers. LTJG SMITH then passed the formation lead to LT (b) (6) and dropped back toward the number four position. The formation then consisted of the leader - LT (b) (6) the number two man - LTJG (b) (6), the number three man - LT (b) (6) the number four man - LTJG SMITH.

(b) (5), (b) (6)

(b) (5), (b) (6)

PART VI

DAMAGE TO AIRCRAFT

The aircraft crashed into the Dismal Swamp on the 246° radial of the Oceana Tower at a distance of 22 miles from NAS Oceana. (See Enclosure (2)) The aircraft was on a heading of 358° magnetic at the point of impact. The attitude of the aircraft at the point of initial contact with the trees was approximately nose level with the right wing slightly down.

Initial contact was made by the right wing and radome. Immediately following, the aircraft proceeded on a descending angle of 8.6° through the trees, and shed small parts of the radome and parts of the wing to the point of heavy impact with the trees by the fuselage (85 feet from the point of initial tree contact).

The aircraft continued through the trees losing the starboard aileron, starboard flap, and the starboard elevator tip to the point of initial ground contact which was 330 feet from the point of initial tree contact. The aircraft then continued along the ground for another 75 feet and veered 10° to the right before coming to rest. The engine separated from the fuselage at the point of ground contact and continued along the original flight path coming to rest 50 feet beyond the point of ground contact.

The engine was found intact with the exception of one rocker box cover and two propeller blades which were found in the immediate vicinity. All accessories and the engine mount were still attached to the engine.

The main wreckage came to rest in an inverted position heading on a reciprocal to the original flight path. The starboard wing stub was down, and the rudder section was broken off and beneath the port wing stub section. The port elevator and stabilizer were still attached to the tail section of the airframe.

The pilot's seat remained attached to the main wreckage in its normal position, but it was completely exposed since all portions of the aircraft forward of the pilot's seat had been torn away.

All aircraft damage was caused by impact with the trees and the ground.

SEE enclosures (2) and (3) for plot of the aircraft path through the swamp and the orientation of the wreckage

ORIGINAL

PART VII

THE INVESTIGATION

As a result of the investigation the following facts were disclosed:

AIRCRAFT HISTORY

1. AD-5W, Bureau Number 133761 was operating in its third service tour, having completed its last overhaul on 19 January 1960 at NAS QUONSET POINT, R.I. Flight time since last overhaul 912.1 hours.
2. Outstanding service changes. AD ASC 701. Ordered 11-28-61
3. All Aircraft Safety of Flight Directives had been complied with.
4. The last check for carbon monoxide had been conducted on 20 February 1962 with the highest level detected as .005%.

ENGINE HISTORY

1. R3350-26WD, serial W531371 had completed five overhauls, the last being completed on 4 December 1961 at NAS Norfolk, Virginia.
2. Engine was installed on AD-5W BuNo 133761 at VAW-33 on 15 January 1962.
3. Time since overhauled 54.3 Time since installed 50.2

PILOT HISTORY

1. LTJG SMITH was designated a Naval Aviator in August 1961.
2. He had one aircraft accident while in flight training. This accident involved "ALFA" damage to an AD-6 on 23 June 1961. LTJG SMITH [REDACTED] (b) (5)
3. LTJG SMITH reported to VAW-33 in September 1961.
4. He completed the VAW-33 Operations Pre-flight Indoctrination in October 1961.
5. He was issued a standard instrument card by VAW-33 on 7 November 1961.
6. He completed the AD-5W familiarization syllabus of which five hours is devoted to section tactics and five hours to division tactics.
7. LTJG SMITH was day carrier qualified and night field mirror landing qualified in AD-5W aircraft.

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8. He was at NAS Oceana with a VAW-33 carrier qualification group awaiting call out to the ship for night carrier landing qualification.

9. LTJG SMITH had flown 2.5 hours as co-pilot and 1.4 night hours as pilot in AD aircraft the day preceeding this accident.

10. [REDACTED] (b) (5), (b) (6)

11. [REDACTED]

12. LTJG SMITH's fatal accident occurred on 5 March when he was engaged in an authorized flight.

THE FLIGHT

1. CDR [REDACTED] (b) (6)

2. LT [REDACTED] (b) (6) as the flight leader of the AD-5Q aircraft, conducted the [REDACTED] (b) (5) briefing prior to flight. LT [REDACTED] (b) (6) and LTJG [REDACTED] (b) (6) attended his briefing.

3. LCDR [REDACTED] (b) (6) as the flight leader of the AD-5W aircraft, conducted the [REDACTED] (b) (5) briefing prior to flight. LTJG SMITH attended his briefing.

4. LT [REDACTED] (b) (6) flight was airborne at approximately 0940R on the morning of 5 March 1962.

5. LTJG SMITH took-off in AD-5W, BuNo 133761 shortly after the flight of AD-5Q aircraft

6. LCDR [REDACTED] (b) (6) did not get airborne.

7. LT [REDACTED] (b) (6) returned to NAS Oceana shortly after 0950 with a [REDACTED] (b) (5)

8. LTJG SMITH flew solo for approximately forty-five minutes and then joined the flight of two AD-5Q aircraft at 1020R.

9. The division practiced break-up and rendezvous maneuvers and the formation lead was changed twice. LTJG SMITH was leading at 1045 when LT [REDACTED] (b) (6) rejoined the flight.

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10. The formation of four aircraft, LTJG SMITH leading, continued through three break-up and rendezvous maneuvers and then LTJG SMITH passed the lead to LT (b) (6) and dropped back toward the number four position in the formation.

11. The formation just prior to the accident consisted of four AD aircraft in left echelon. LT (b) (6) leading, LTJG (b) (6) in number two position, LT (b) (6) in the number three position, and LTJG SMITH in the number four position.

12. (b) (5), (b) (6)
(b) (5), (b) (6)

13. (b) (5), (b) (6)
(b) (5), (b) (6)

14. (b) (5), (b) (6)
(b) (5), (b) (6)

15. (b) (5), (b) (6)
(b) (5), (b) (6)

16. (b) (5), (b) (6)
(b) (5), (b) (6)

17. (b) (5), (b) (6)
(b) (5), (b) (6)

18. (b) (5), (b) (6)
(b) (5), (b) (6)

19. (b) (5), (b) (6)
(b) (5), (b) (6)

20. (b) (5), (b) (6)
(b) (5), (b) (6)

21. (b) (5), (b) (6)
(b) (5), (b) (6)

22. LTJG SMITH crashed in the Dismal Swamp within three miles of Lake Drummond on the 246 degree radial of the Oceana Tacan at 22 miles from NAS Oceana (See enclosure (2)).

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WEATHER

(b) (5), (b) (6)

1. [REDACTED]

2. The hourly sequency reports listed the weather in the general area as follows:

- 1100R NAS Oceana Estimated 4000' broken 10000' broken visibility 8 miles.
- 1100R NAS Norfolk Estimated 4000' broken 10000' broken visibility 8 miles.
- 1100R Elizabeth City 2500' scattered 4500' broken 10000' overcast visibility 8 miles very light rain

EXAMINATION OF THE WRECKAGE

The wreckage was examined on two different occasions. Distribution and location of parts is as shown in enclosures 3 and 4.

EXAMINATION OF THE WRECKAGE

1. The engine

a. The engine was intact excepting for a rocker box cover and two propeller blades that were located near-by.

b. The oil sump, oil strainer, and oil filter were examined and found clear of foreign material. [REDACTED] (b) (5)

c. The induction and exhaust manifolds were intact with no exterior signs of cracks, burns or discoloration. Some impact bends and dents were present.

d. Exhaust and intake ^{MANIFOLDS} ~~valves~~ inspected ~~showed no sign of damage or mal-function~~

e. All engine accessories were still attached to the engine and engine mount.

f. All cylinders ^{IMPACTED} were solidly attached to the crank case and showed no external sign of failure.

g. The carburetor was still intact and attached to the engine.

h. The entire engine was coated with mud as shown in enclosure (10d)

i. The oil tank was torn open on impact, and all oil had drained into the swamp area.

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j. Ignition harness was intact and all spark plugs were in good condition.

k. DIR was not requested since salvage of the engine is not feasible due to the inaccessibility of the crash location.

2. The flight control system.

a. The aileron and elevator control systems had suffered considerable impact damage, (b) (5)

b. The control stick was missing as was all the cockpit area forward of the pilot. However, the control linkage in the stub wing area was still intact and showed no evidence of binding or misrigging.

(b) (5)

3. Fuel System

a. (b) (5)
The mixture control linkage was damaged (b) (5) no determination of its position prior to the crash was possible. Mixture was in the normal position on the carburetor.

4. Aircraft configuration

(b) (5)

b. This aircraft was carrying a 150 gallon drop tank on the right hand pylon rack at the time of the crash.

c. The aircraft yellow sheet, OPNAV FORM 3760-2 (Rev 3-60), indicates that the fuel on board at the time of starting the engine was 2280 pounds. The drop tank was empty.

d. The radome was installed on this aircraft.

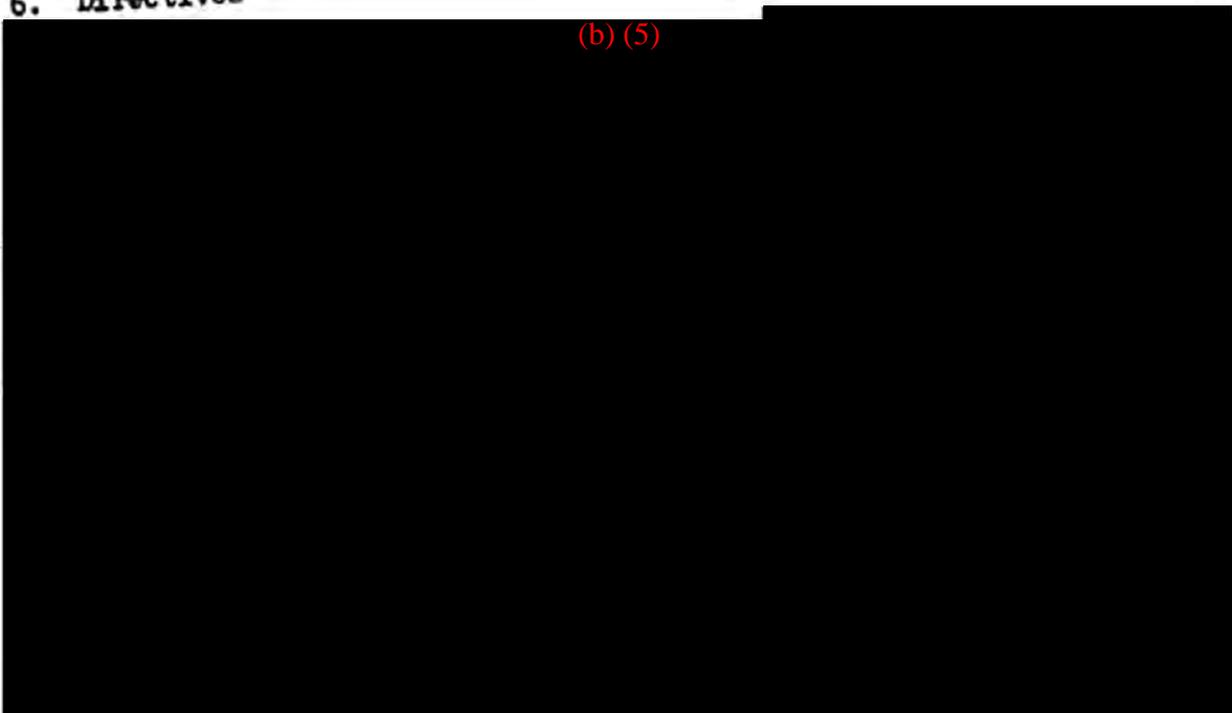
5. Aircraft limitations

(b) (5)

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ORIGINAL

6. Directives

(b) (5)

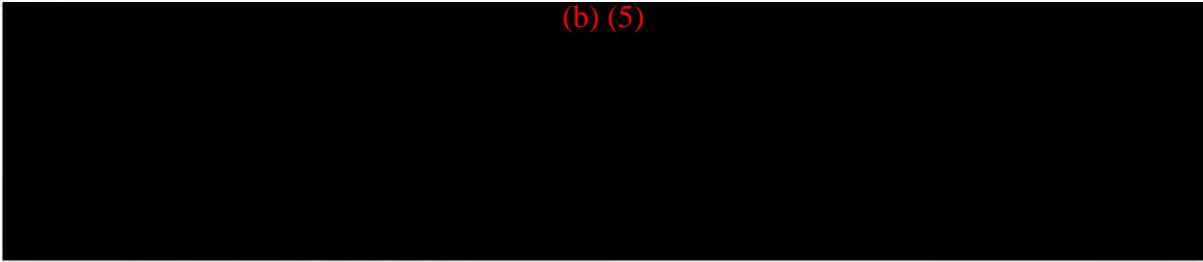


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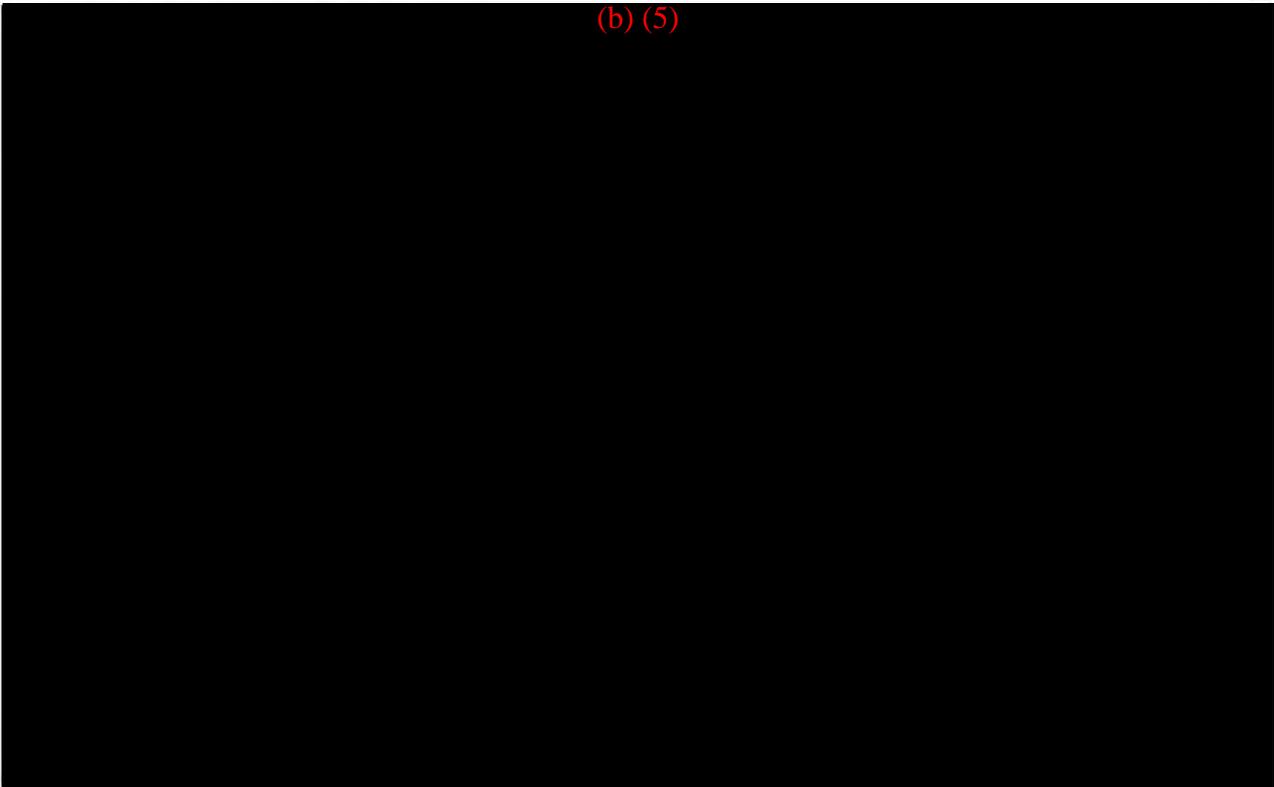
PART VIII
THE ANALYSIS

(b) (5)

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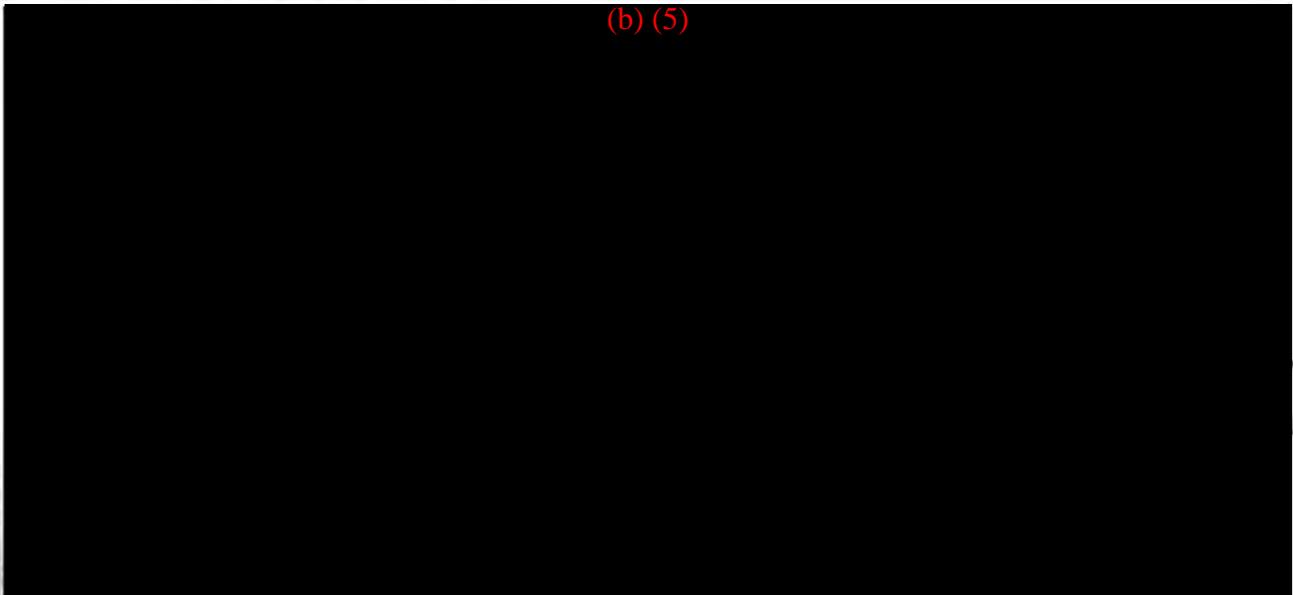
A. Personnel Factors

(b) (5)

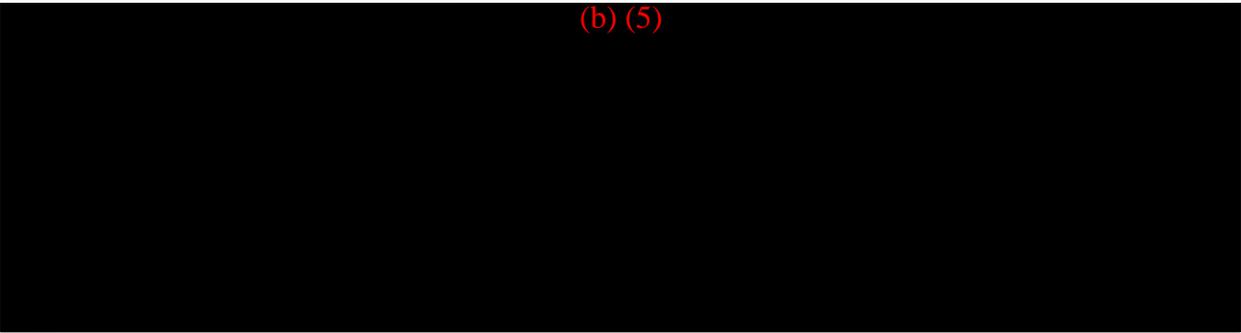
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B. SUPERVISORY FACTOR

(b) (5)

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(b) (5)



ORIGINAL

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PART IX

COMMENTS

(b) (5)



ORIGINAL

22 ✓

PART X

RECOMMENDATIONS

(b) (5)



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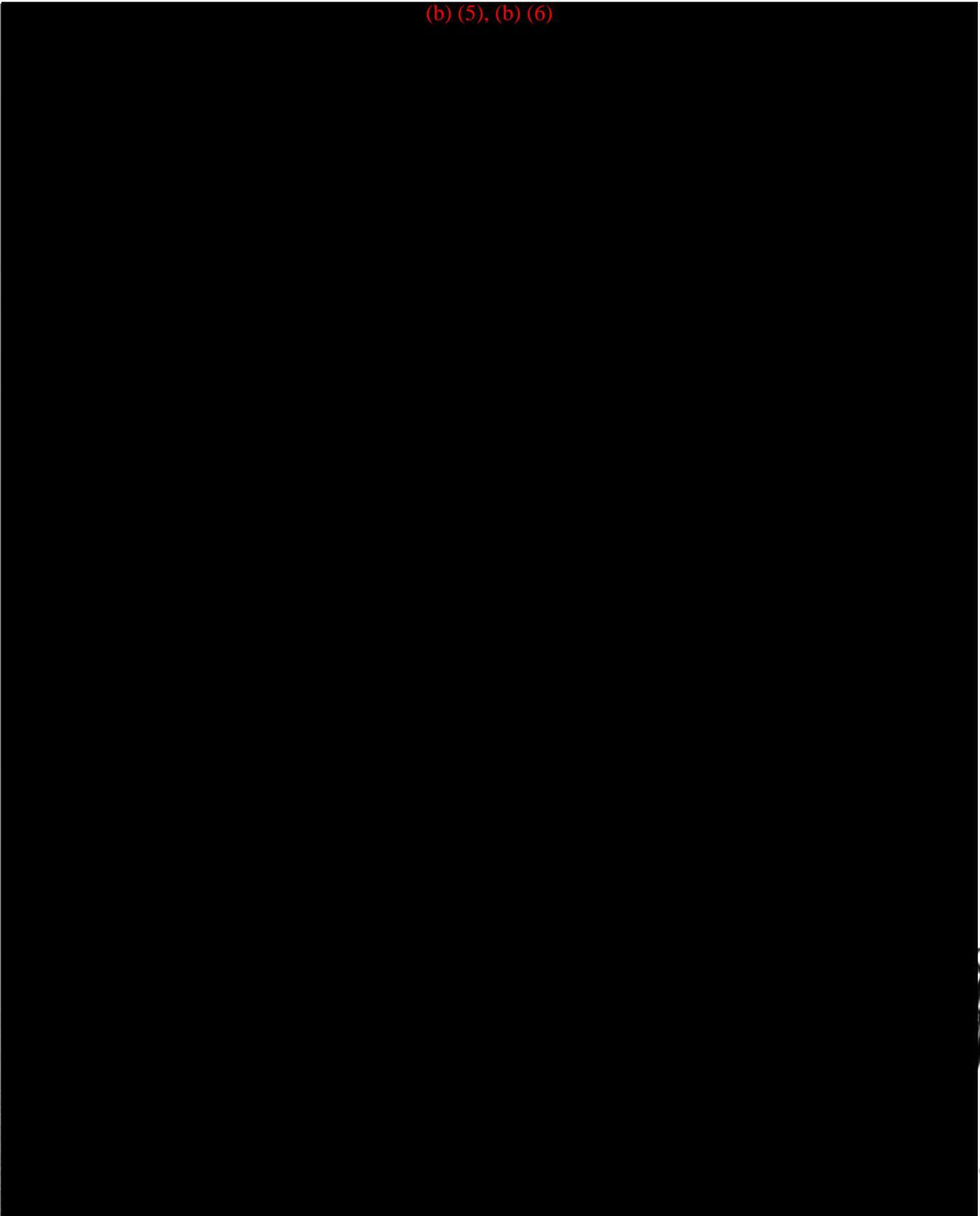
23

SUMMARY AND CONCLUSIONS:

(b) (5), (b) (6)



(b) (5), (b) (6)



NEWPORT NEWS

NORFOLK

PORTSMOUTH

CAPE

Ocean View

Ocean Park

NAVY FENTRESS
RADIO
388 121 207.4
VORTAC
NORFOLK RADIO
CY 115 ORF 7.87

1049

PORTSMOUTH
22 H 21 U

Erwins Hill

Crestwood

SOUTH NORFOLK

Prison Annex

DEEP CREEK

Deep Creek

INTRACOASTAL

FENTRESS RADIO
388 121 207.4

CRASH SITE

NAVY FENTRESS
388 121 207.4
160 WINDS

Grassfield

Camden Mills

Great Bridge

Long Ridge

St Bride

Dog Neck

376

180

VA
NC

Mayock

ORIGINAL

300

80

180

007

187

2160

730

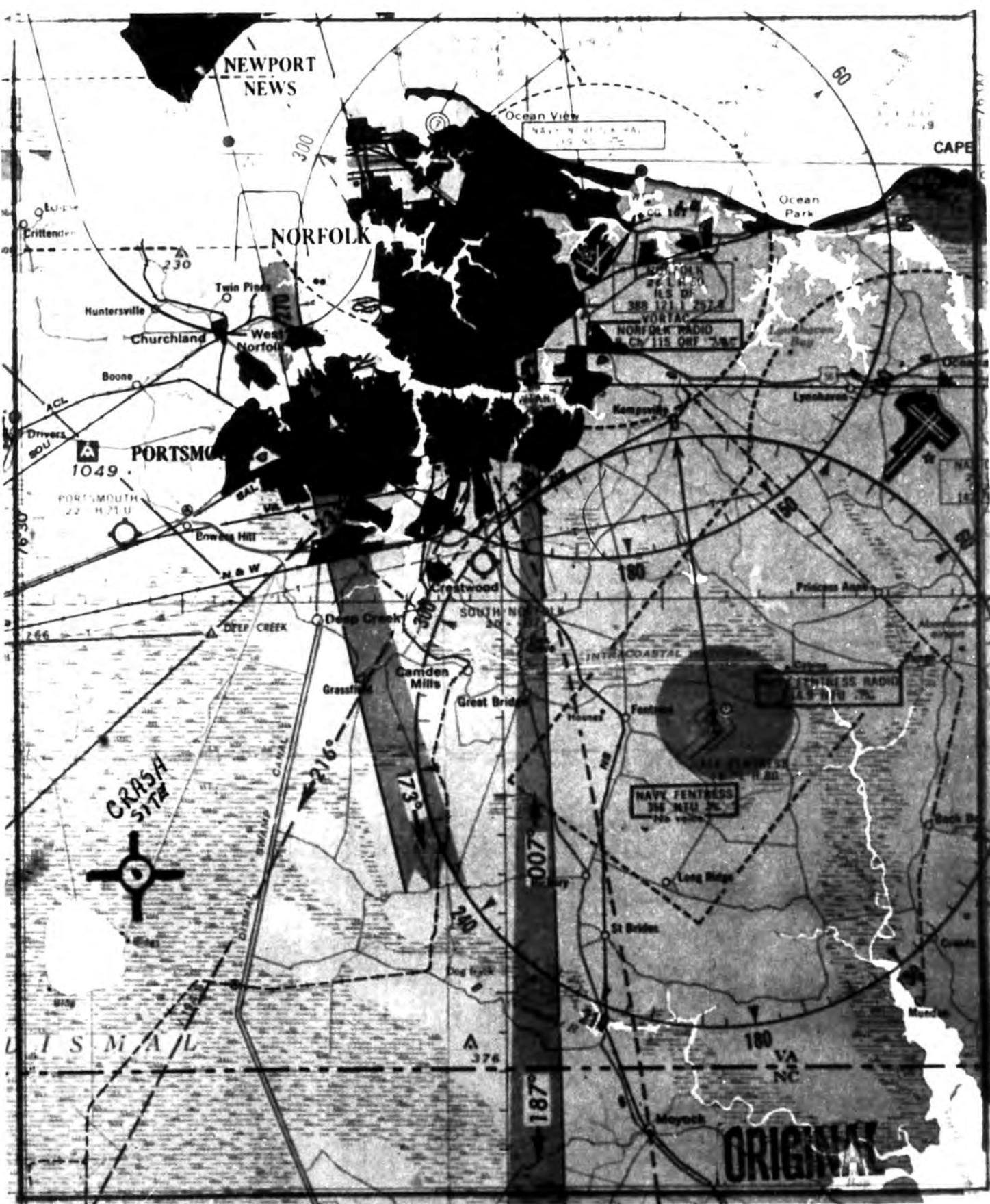
210

180

7630

7600

U S N A / L



ENGINE
(TWO PROP BLADES ATTACHED)-x
OTHER TWO BLADES CLOSE BY

x-MAIN PART OF AIRCRAFT

x-PORT AILERON

x-PART OF STBD WING & ENGINE PARTS

POINT OF IMPACT-x

x-PORT WING TIP

PIECE OF COWLING-x

x-STBD ELEVATOR TIP IN TREE 30 FT OFF GROUND

STBD FLAP-x

x-STBD ELEVATOR

x-RADAR ANTENNA

DROP TANK-x

x-STBD AILERON

LARGE PIECE OF RADOME-x

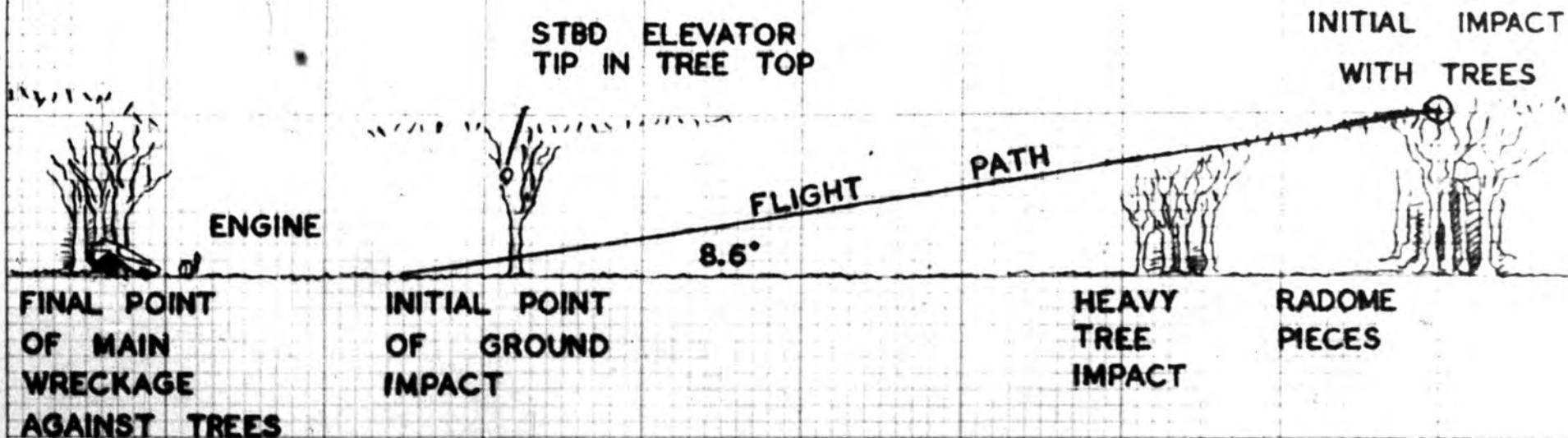
STBD WING TIP x-TWO LARGE PINES SHOWING HEAVY IMPACT
PIECE OF WING x-SECTION OF WING WITH PITOT TUBE
x-FOUR PIECES OF RADOME

FLIGHT PATH - MH 358°

x-TREE SHOWING IMPACT AT TOP
MAIN WRECKAGE FACING OPPOSITE FLIGHT PATH ON BACK WITH
STBD WING SECTION DOWN. RUDDER SECTION BROKEN OFF AND
LOCATED BENEATH PORT WING SECTION. PORT ELEVATOR AND
HORIZONTAL STABILIZER STILL ATTACHED TO TAIL SECTION

SCALE: 1 LGE. SQ. = 50'

ORIGINAL

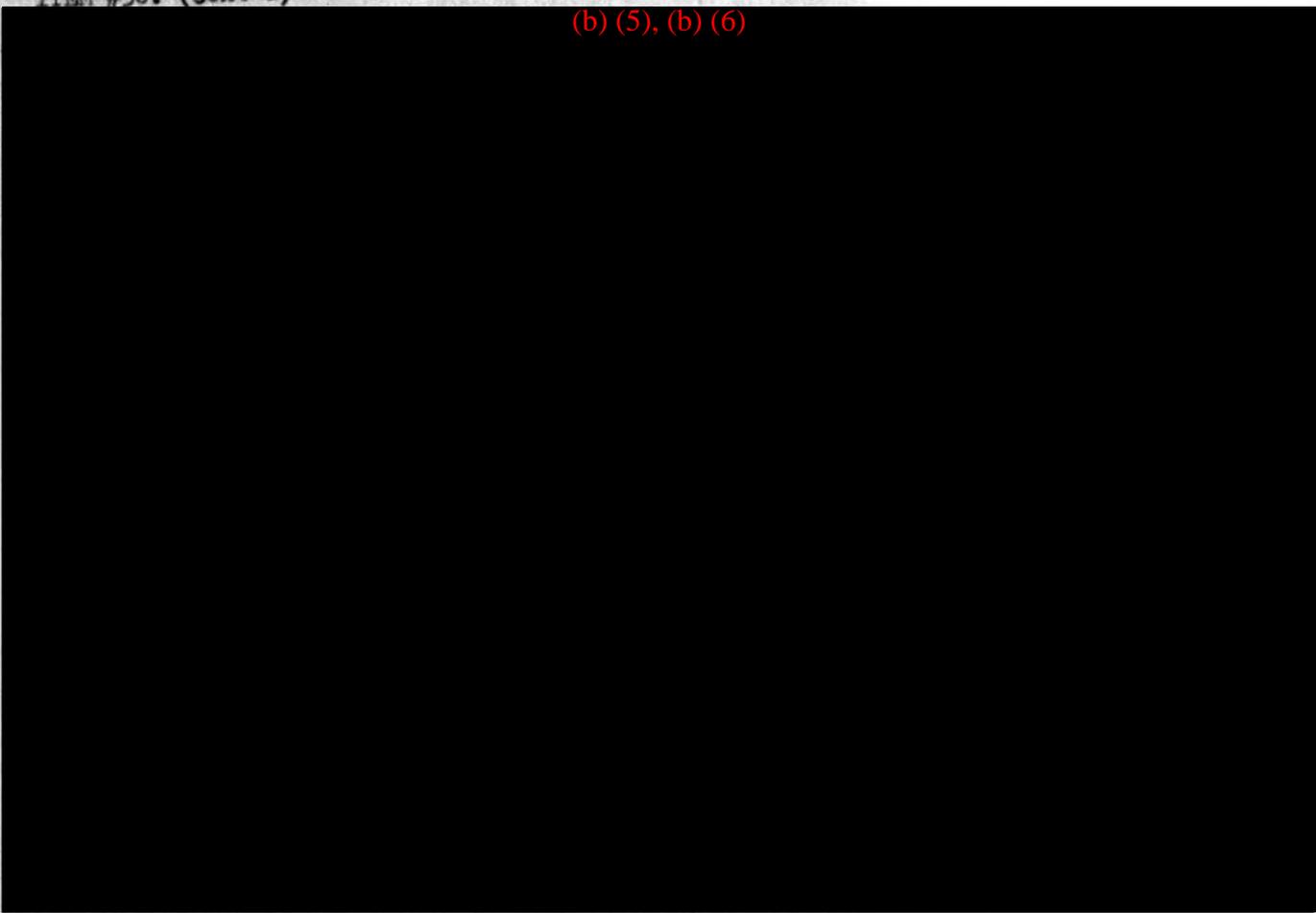


SCALE: 1 LGE. SQ. = 50'

ADDENDUM TO MOR 1-62, N. OCEANA, VA. INVOLVING A/C BuNo 3761 of VAW-33, PILOT
SMITH; David G. LTJG, (b) (6) 1315, USNR. ACCIDENT OCCURRING ON 5 MAR 62.

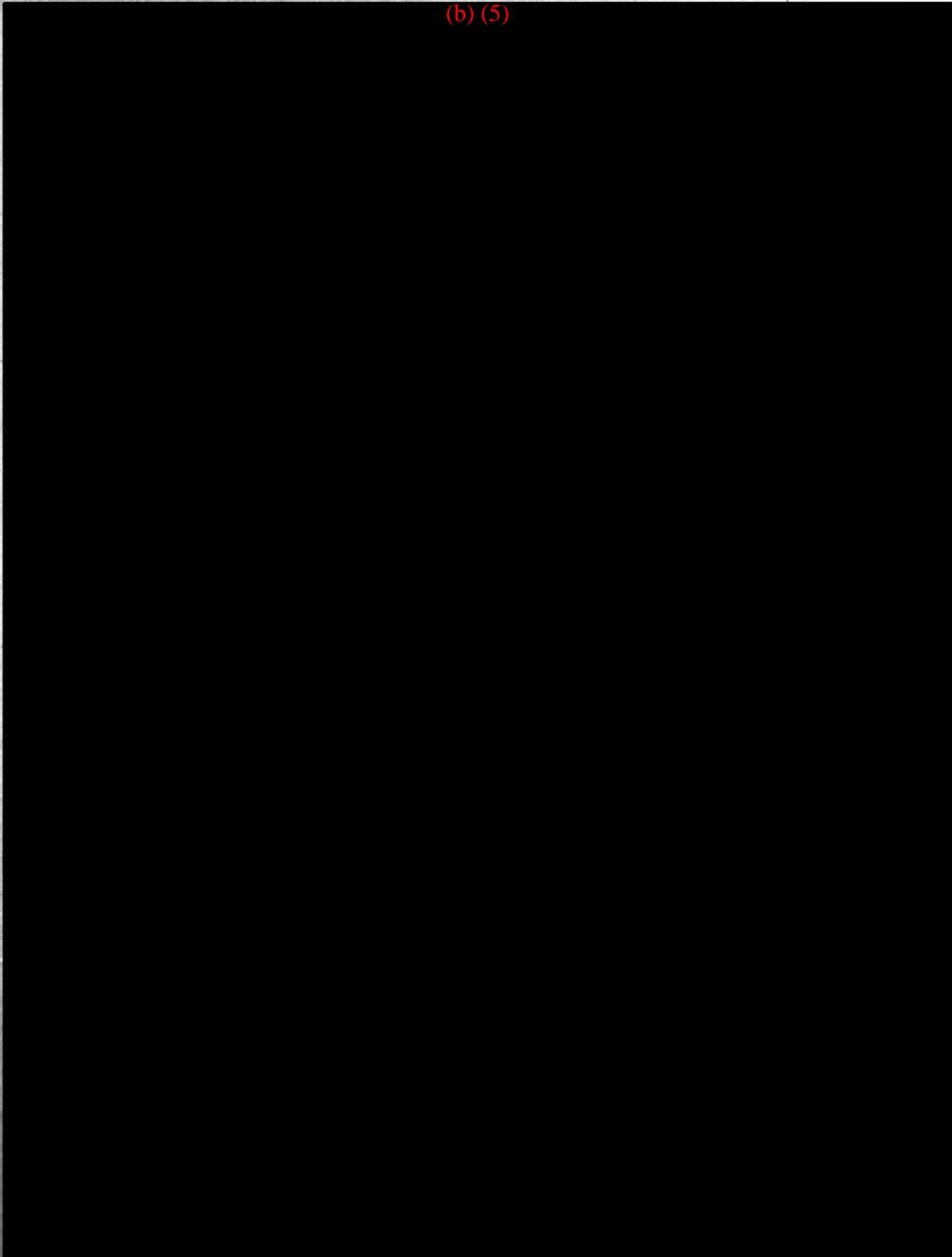
ITEM #30. (Cont'd)

(b) (5), (b) (6)



ADDENDUM TO MOR 1-62, S OCEANA, VA. INVOLVING A/C Bu 133761 OF VAW-33, PILOT
SMITH, David G. LTJG, (b) (6) 1315, USNR. ACCIDENT OCCURRING ON 5 MAR 62

(b) (5)



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PAGE #2, SECTION E: ANALYSES (Cont'd):

(b) (5)





Meteorological Officers Summary of Weather for 5 March 1962

The synoptic situation for the morning of 5 March 1962 indicated a deepening low pressure system centered 100 miles east southeast of Cape Hatteras and a filling low pressure system centered over West Virginia. There were no apparent frontal systems in the filling low over West Virginia but an occluded front extended inland from the low off Cape Hatteras to a point just southwest of Raleigh Durham, North Carolina at 1800Z 5 March 1962.

The freezing level was 5000 feet and icing was forecast and observed between 5000 and 15000 feet. Moderate, occasionally severe turbulence was forecast and was observed by various aircraft between Langley Field, Virginia, Richmond, Virginia and extending southward to Myrtle Beach, South Carolina between 1100R and 1500R 5 March 1962 at flight levels of 8000 feet and above.

The weather in the local area was showing a gradual deterioration as shown by the sequence reports listed below:

1000R NGU 400E8001200/08 117/43/35-15+23/ 730 1571
NTU M3508008 092/46/37-17+23/978/ 830 1570
ECG 300E6001200/08 081/46/39-15/976/ 730

1100R NGU E40010008 104/42/35-15+24
NTU E40010008 077/47/38-15+24
ECG 250E4501000R-- 071/46/42-13+22/973/ RB33 DARK W

1200R NGU M3008008R- 097/42/36-15+25/ RB45
NTU M26010007 068/46/39-17+26/971
ECG 450E8001200R-- 058/46/44-11+20/969

(b) (6)

LT USN
Analyst & Forecaster
U.S. Naval Air Station Oceana
Virginia Beach, Virginia

ORIGINAL

RESUME of LTJG SMITH'S FLYING EXPERIENCE

A. NAVAL AIR TRAINING COMMAND

1. First flight on 24 August 1960	Unit	Aircraft	FP	DP	CP
	VT-1	T-34	13.6	28.5	
	VT-2,3,5,30	T-28	52.0	116.2	
	VT-30	AD-6	118.0		
	Total		183.6	144.7	

Carrier qualified in T-28 aircraft on 14 April 1961 with 8 carrier landings

Carrier qualified in AD-6 aircraft on 29 August 1961 with 9 carrier landings

Designated Naval Aviator 31 August 1961

B. VAW-33

Aircraft	FP	DP	CP
AD-5Q	26.1		8.0
AD-5W	155.0		22.5
Total	181.1		31.3

C. Total Flying Experience

FP	DP	CP
364.7	144.7	31.3

D. Previous Accident

1. Mid-air collision with another AD-6 aircraft while attached to VT-30.

On 23 June 1961 while in a division formation, LTJG SMITH collided with the number four aircraft. LTJG SMITH's engine stopped and he ditched his aircraft. His aircraft burned on landing.

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